

AMENDMENTS TO THE CLAIMS:

Claims 1-18 (canceled)

Claim 19 (new): A central speed control mechanism for remote control cars comprising:

a housing and a cover connectable to the housing, the housing having an inner wall provided with grooves, a tooth rim provided on a rim of the cover, two pivots each provided with a helical gear at an end and passing through both of the housing and the cover; and

a gear set including a positioning block, a plurality of bevel gears and axles, axle holes being equally provided on a periphery of the positioning block for the axles to engage and position therein, a central hole with a cone surface being provided in the bevel gears, a front end of the axles being provided with a positioning pillar which forms a cone surface by degree, a rear end of the axles being in the form of the same shape as each of the grooves on the inner wall of the housing for engagement purposes, expanding stairs being provided in the central hole of the bevel gears of the gear set for receiving an O-ring therein, such that when the bevel gears are drawn back due to centrifugal force, the O-ring will be pressed to generate a restoring force;

whereby when the axles are inserted into the central hole of the bevel gears, the axles are assembled to the periphery of the positioning block; and after assembling the gear set into the housing and connecting the cover with the housing as a whole, the helical gear at the end of the pivots will engage with the bevel gears; when the speed control mechanism rotates, the cone surface of the central hole of the bevel gears will match with the cone surface of the axles; and under

centrifugal force generated by the bevel gears of the gear set, the bevel gears would be drawn back to form a cone-engagement stopping force along an axis direction of the axles, thereby generating a damping force.

Claim 20 (new): The central speed control mechanism for remote control cars according to claim 19, wherein shaft sections of equal diameter are provided in a front of the cone surface of the axles to prevent engaging cone surfaces from getting stuck.

Claim 21 (new): The central speed control mechanism for remote control cars according to claim 19, wherein shaft sections of equal diameter are provided in a rear of the cone surface of the axles to prevent engaging cone surfaces from getting stuck.

Claim 22 (new): The central speed control mechanism for remote control cars according to claim 19, wherein shaft sections of equal diameter are provided in a front of the cone surface of the axles thereby forming a space in-between the cone surface of the central hole of the bevel gears and the cone surface of the axles when connecting with each other, and therefore preventing engaging cone surfaces from getting stuck.

Claim 23 (new): The central speed control mechanism for remote control cars according to claim 19, wherein shaft sections of equal diameter are provided in a rear of the cone surface of the axles thereby forming a space in-between the cone surface of the central hole of the bevel gears and the cone surface of the axles, and therefore preventing engaging cone surfaces from getting stuck.

Claim 24 (new): The central speed control mechanism for remote control cars according to claim 19, wherein the gear set is composed of a positioning block, four bevel gears, and four axles.

Claim 25 (new): The central speed control mechanism for remote control cars according to claim 19, wherein the inner wall of the housing is provided with four

grooves.

Claim 26 (new): The central speed control mechanism for remote control cars according to claim 19, wherein an inner end of the axles is in form of a square cap, such that when the inner end is engaged with a respective one of the grooves in the inner wall of the housing, the speed control mechanism will stop rotating.